

To-day's
Advertisements.SERVICES AND MEETINGS IN CON-
NECTION WITH THE
CENTENARY
OF THE
CHURCH MISSIONARY SOCIETY.TO-NIGHT (TUESDAY),
the 13th June.
Kowloon (Seamen's Institute) 8.00 P.M.
Speakers, THE BISHOP OF VICTORIA (in
the Chair), Rev. L. LLOYD (Work in
Fuh-kien).TO-MORROW (WEDNESDAY),
the 14th June.
City Hall, 10.30 P.M.
Hon. W. M. GOODEMAN in the Chair.
Speakers, Rev. L. LLOYD (Work in Fuh-kien),
Rev. C. BENSLEY (Work in Canton),
The Bishop of Victoria.
Hongkong, 13th June, 1899. [7914]PUBLIC AUCTION.
THE Undersigned has received instructions
to sell by
PUBLIC AUCTION,
ON
THURSDAY, the 15th June, 1899,
at Noon,
at Messrs. E. D. SASSOON & Co's. Godown,
3 Chests PERSIAN OPIUM,
or s.s. *Coromandel*,
(More or less damaged by Sea-water)Chest PERSIAN OPIUM or s.s. *Chusan*,
for ACCOUNT OF THE CONCERNED.
TERMS OF SALE.—Cash before delivery in
Mexican Dollars weighed at 7.17. All Lots,
with all Faults and Errors of Description, to be
at Purchaser's risk on the fall of the hammer.
H. N. MODY,
Auctioneer.
Hongkong, 13th June, 1899. [7914]CHINA NAVIGATION COMPANY,
LIMITED.
FOR SHANGHAI.
THE Company's Steamship"TAIWAN."
Captain Harder, will be despatched as above
on THURSDAY, the 15th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th June, 1899. [7924]CHINA NAVIGATION COMPANY,
LIMITED.
FOR SWATOW, CHEFOO & TIENTSIN.
THE Company's Steamship"KWEIANG."
Captain Outerbridge, will be despatched as
above on FRIDAY, the 16th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th June, 1899. [7924]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Post Office, for their kind
assistance and support, and desires to state that
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.
The Superiress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1899. [493]

Intimation.

A. S. WATSON & Co.,
LIMITED.IMPORTERS OF HIGH-CLASS
SHERRIES.B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule \$10.80C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule 12.00CC.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule 12.00D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule 14.40E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) 20.40B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very superior
vintage. All are true Xeres Wines.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.A. S. WATSON & Co., Limited,
QUEEN'S ROAD, CENTRAL.
ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 13, 1899.

REUTER'S TELEGRAMS.

GREAT BRITAIN AND THE
TRANSVAAL.

LONDON, June 11th.

The 23rd Company of Royal Engineers have
sailed for Natal.Latest despatches from Johannesburg state
that much excitement prevails but that there is
also much anxiety to preserve peace.It is understood at Bloemfontein that Presi-
dent Kruger is willing to abolish the Dynamite
Monopoly. The Orange Free State is pressing
Pretoria to grant reforms. Nevertheless the
trains despatched to Johannesburg provide for
a possible exodus.

CRICKET.

The Australians have beaten Cambridge
university by 10 wickets.

WEATHER REPORT.

The Observatory report says:—On the 13th
at 11.55 a.m. Barometric changes are slight.
Pressure is lowest over China with slight gra-
dients, for S.E. winds on the coast. FORE-
CAST:—Moderate S. winds; squally, some
thunder showers.

LOCAL AND GENERAL.

The Sanyo Railway Co. is the first in Japan to
attach dining cars to the trains.THE construction of the dockyard and iron
factory in Uraga, Japan, is nearly finished.The *Powerful* sails for Wei-hai-wei to-morrow,
where, it is said, she will meet 24 other ships
of the fleet.THROUGH an error yesterday, we announced
a big fire at Foochow. It should have read
"Foonchow Road, Shanghai."RETURNS showing the number of cases of com-
municable diseases which have been notified
during the week ended the 10th June, are:—
Bubonic plague, 97 cases, 91 deaths; small-
pox, 1 case.THE negotiations for opening the parcel post
service between Japan and Korea have been
successfully concluded between representative
in Seoul and Mr. Brown, Commissioner of the
Korean Customs.CAPTAIN EDWARDSSEN, of the Norwegian
steamer *Tyria*, informs us that the German
ship "Q. F. B. M." reported all well when in
latitude 29 N., longitude 123 E.; Heishan
Island W. 1 S., 70 miles off. Wind, N.E.;
COLCHESTER has been selected by the
Office as the most suitable spot for what will
be the largest camp in Great Britain. New
barracks will accommodate three more regi-
ments. A new rifle range, the finest in the
kingdom, is ready for use.WE (Singapore Free Press) hear that a libel
case is shortly coming on against the *Pineau*
Gazette. Captain Sewall claims \$10,000
damages for an alleged libel appearing on May
26th, a copy from a Rangoon paper. Mr. Adams
is to represent the plaintiff, Messrs. Presgrave
and Bromhead Mathews the newspaper.ATTEMPTS are being made to save the cargo
of the sailing ship *Selkirk* which was wrecked on
the west coast of Mindoro, in the Philip-
pines. The Compania Maritima steamer
Castellano has already succeeded in salvaging
1,261 bales of hemp out of the cargo of
10,000 bales. The cabins, &c., were looted by
natives.A SPECIAL demonstration of wireless telegraphy
was given by Signor Marconi at the South
Foreland in April in the presence of Cheng
Yien Tao, the naval attaché to the Chinese
Legation in London, who is to report to the
Chinese Government, on the working of the
system with a view to its adoption in the
Chinese navy.THE homeward French transport *Colombo*,
which left Singapore on the 23rd May for
Marseilles, broke her machinery when about
800 miles off Penang and the Austrian steamer
Silesia from Trieste to Singapore, falling in
with her took her in tow to Penang. The
Colombo when she left Singapore had 644 civil
and military passengers from French India
China going home.In his report for last year the Hon. R. D.
Ormsby, Director of Public Works, says:—It
was hoped that the close of 1898 would have
shown good progress made with the Victoria
Jubilee Road. Plans and estimates were ready
in June, and by December fully 56 miles
should have been well in hand, but delays,
such as are apparently inseparable from all
works projected in Hongkong, have blocked
the way in this case, and the "first sod" is as
yet untaken. The Public Works Department,
having no end in view but the public good,
feel much disappointed and disheartened at
this apparently unnecessary delay.MR. GIBBS, engineer in charge of the water
works at Kowloon, referring to the quantity of
water used in the Kowloon Peninsula, says in
his report "that the demand for water in Kow-
loon Peninsula now exceeds the quantity avail-
able at the end of the dry season." This is
owing to the rapid development of the district,
which, when the present works were projected
in 1892, contained a population of 13,000, now
estimated at 26,000. With a view to meet the
urgent present need for water, authority has
been granted to construct a puddle wall at the
back of, and to raise No. 1 Dam 5 feet. This,
however, can only be regarded as a temporary
measure and immediate steps should be taken
to obtain a permanent supply from the ter-
ritory about to be ceded to the British Govern-
ment to the north of Kowloon Peninsula.THE *s.s. Kotak-maru*, for Yokohama, via ports,
will leave at 4 p.m. to-morrow.
The departure of *s.s. Samuli-Maru*, for Lon-
don, etc., is postponed until Noon to-morrow,
the 14th inst.THE Government of India has sent home for
test and report some specimens of pig-iron
supplied by the Bengal Iron and Steel Co.A MEETING was held, at the Hongkong
Volunteer Head-Quarters last night for the
purpose of electing a new committee for the
Institute. Members of the different units were
asked to nominate candidates to serve.We hear that the number of military attachés
in the Japanese Legations in European
countries will be considerably increased in the
course of the current year, the sum of 67,121
yen being appropriated for the purpose.MR. MITCHELL, of the Hongkong and Wham-
poa Dock Co., has been entrusted with the
formation of the new Engineer unit of the
Hongkong Volunteers. Gentlemen wishing to
don the "royal scarlet" should make an early
application.A SCHEME for establishing a Higher Commer-
cial School in Osaka, Japan, is reported to be
in contemplation by the Educational authori-
ties, because the Higher Commercial School
in Tokyo, is not able to admit all those who
desire and may be qualified to enter it.MR. HOYNE-FOX's design for the New R. C.
Cathedral, Rangoon, has been modified by a
Dutch Architect, the modification virtually
doubling the cost of the building. It will be
245 feet in length and 110 feet in breadth. The
cost will be 4 lakhs of rupees.THE new steam-roller that made its first ap-
pearance in Hongkong a month or six weeks
ago has been doing good work on the Praya,
at the west-end of the town. Some discontented
people say that they would hail its advent in
the east with delight, as some of the roads are
what "Arry" would call "orful."SELANGOR Races take place on June 22nd,
June 24th and June 26th. The third race on
the first day is the Coronation Stakes, value
\$800, a handicap for all horses, distance 1½
miles. The entries for this race closed yester-
day and the entries and handicaps are:—Locky
10 st.; The Count, 9 st.; and Blazon, 9 st."SPHERES for concessions" are, according to
the recent exchange of notes between Great
Britain and Russia, governed by "economic
and geographical gravitation." We are thus
introduced to two totally new expressions
which, like "protectorates" and "spheres of
influence," are helping to increase the bulk of
the dictionary of diplomatic slang.MESSRS. APCAR and Co's. steamer *Hyson*,
recently purchased from the Chinese Mutual
Company, arrived the other morning at Singa-
pore from Hongkong with 800 Chinese coolies
to complete her 9 days voyage. On her
arrival at Calcutta the *Kohinoor* will be replaced
by her on the Calcutta-Hongkong line.THE Indian Railway earnings for the first half
of April are seventeen lakhs behind those of
the corresponding period last year. Almost all
lines contribute to the decrease, the Great
Indian Peninsula being behind by five lakhs,
the North-Western by three lakhs, the East
Indian and the Bombay-Baroda by one lakh
each, and the Madras Railway by eighty-thous-
and rupees.BOMBAY Reconstruction Scheme.—The Im-
provement Trustees have issued their plans for
dealing first with the Nagpada district, the most
insanitary quarter in the whole of Bombay.
The Trustees propose to acquire the whole dis-
trict at an outlay of nearly twenty lakhs of
rupees. The area will then be practically
reconstructed, and a series of broad straight
roads cut where narrow gullies and lanes now
exist. It is estimated at least seventeen hun-
dred people will be dispossessed; these will be
provided for by erecting working men's dwell-
ings on the Agpada Estate.COAL MINING IN THE DECCAN.—MR. L. C.
Crosleigh the Agent in India of the Hyderabad
(Deccan) Company is leaving nothing undone
in his efforts to develop the Singareni Collieries.
Every ton of coal that can be raised is prac-
tically sold before it comes to the pithead. The
supply falls short of the demand, but the short-
coming is being rapidly made good. The total
output of coal during the year 1898 from the
Singareni Collieries was 394,621 tons whereas
the average annual output in the three years
previous was 307,048 tons. The daily average
number of people employed in the mines was
4,899 men, 1,391 women, and 538 boys, making
a total of 6,788.A *Pall Mall Gazette* correspondent while going
through some old papers, came across the
following bill, which is about 80 years old, and
shows from some of the items that workmen's
compensation was not unknown, and also that
the powers of addition and drawing up accounts
were considered very (proportionally to the
other items) valuable:—
The Reverend Mrs.
Dr. too B.Carpenter Jiner &
N.B. Hodd jobs done at the lowest rate
Nov. 21 To bracking up a piece of stout
why cr 0 0 0
To sharpening 1 pint to do 0 0 0
To straining do 0 0 0
To blunting the tither end to
make it hold fast 0 0 0
To change of why cr 0 0 0
To piece of hood to stop the
Bills from dropping off 0 0 0
To rounding do 0 0 0
To cutting my thumb 0 0 0
To pain of do 0 0 0
To cure in do 0 0 0
To use of tools 0 0 0
To servants wages 0 2 6
To sending File one complete 0 0 0
Total 0 5 0
To making out this bill 0 0 0
To Pens Ink Paper &c 0 0 0
To making it up 0 0 0
Grand Total 0 5 0We (Strolls Times) understand that the Com-
mittee of the Diamond Jubilee Memorial Hall
have instructed Messrs. Swan and MacLaren,
architects, of Singapore, to prepare a plan
showing the largest available hall accommoda-
tion that can be built on the Fort Canning site
for the money available. The Committee desire
to begin to build on the Fort Canning site as
soon as is possible.INSPECTOR Reidie, who for some time past has
been in charge of the cleansing of the plague-
stricken districts, last Saturday complained of
a headache and feeling bad generally, and so
reported himself sick. He was sent up to the
Government Civil Hospital and put under
observation, as it was feared he might be suffer-
ing from the plague, which fear, we are sorry
to say, has since proved too true. On making
enquiries this morning we were told that he was
progressing favourably, and it was not expected
that the attack would have fatal results. In-
spector Reidie has been in the colony for some
time. His recovery is partly due to his
astemious habits, as he is a total abstainer and
does not smoke.THE sales of Crown land, says the Hon. R. D.
Ormsby, in his annual report of the P. W. D.,
were considerably short of the estimate for the
year, owing to the few applications for land in
the Taipingshan resumed area. In November,
1897, six lots sold in this locality at prices
ranging from \$5.38 to \$4.14 per square foot, and
there seemed reason to anticipate a rapid sale
of the rest of the area. In 1898, only five lots
sold, the price paid varying from \$4.13 to \$2.00
a foot. Elsewhere there was considerable
demand for land and prices went up consider-
ably. The price of building lots between
Kennedy Road and Bowen Road went up from
6 to 12 cents a foot, and in one case even 25
cents a foot was paid. In Kowloon there was
also considerable demand, and as much as 80
cents a foot was realized for lots in Yamati.THERE is certainly no need to complain of
want of business at the Magistracy, the number
of cases being so large that the court had to
be adjourned for hearing to the afternoon.
We have picked out the following cases
amongst innumerable others. Seven cases of
boatmen carrying passengers without a licence;
remanded for seven days, ten dollars, bail
accepted from each. Pun Chung, for breaking
into No. 1, Hi Loong Lane and stealing there-
from a wooden box containing clothes valued
\$5, was sentenced to three months' hard labour.
Li Cheung, who was charged with stealing
some furniture valued at \$7 and had been
convicted three times previously for theft and lar-
ceny, was sentenced to two months' hard labour,
fourteen days of which he will have to spend
in solitary confinement. There were also two
other cases who received two months each, but
were let off with only seven days solitary con-
finement. His Worship, evidently thinking that
the Chinese from a repetition of crime, will
try the effects of solitary confinement, with its
salutary adjuncts. Charles Chedvidden, an
able-bodied seaman on H.M.S. *Powerful*, was
brought up on remand for creating a distur-
bance in the East Praya Hotel and fined \$5.
The usual number of chums appeared on his
behalf, but, we suppose, His Worship had heard
the same yarns before.

THE POST OFFICE REPORT.

The following extracts are from the report of
Commander Hastings, Postmaster-General:—
The establishment of penny postage; reduc-
tion of the local rate from 10 cents to 4 cents
per half ounce, with the United Kingdom, its
dependencies and Canada, has been estimated
by my predecessor to probably cause a loss of
\$20,000 during the current year. It has cer-
tainly enhanced the volume of correspondence
very largely, accentuating the want of space
in the building, and heavily increasing the
duties of an already insufficient staff.On the 1st July last, Branch Post Offices
were opened at Kowloon and West Point
which have proved a convenience to the Public;
the Kowloon Branch more especially to Euro-
peans and the Western Branch Office to the
Chinese.The question of accommodation is not again
brought prominently forward as expansion is
to take definite shape in the near future.The following table of revenue for the past
years shows almost exactly the increase in
postal business that has taken place:—

1899	\$142,399.11	\$26,818.15	Deficit.
1890	148,459.98	5,481.16	Surplus.
1891	142,770.03	2,605.02	
1892	157,699.03	3,450.73	
1893	167,596.77	14,309.81	
1894	192,172.42	8,202.27	
1895	244,447.71	30,209.44	
1896	245,280.33	36,999.19	
1897	268,610.49	61,536.20	
1898	337,179.99	35,618.47	

The deficit \$20,000 of 1899 has become in
1898 a surplus of \$95,000.The working expenses of 1899 \$43,164.80
rose in 1898 to \$38,831.05.In ten years, since the building of a new
Post Office was first urged, this Department
has paid into general revenue \$278,189.11.
Revenue for the first 4 months of
1899 \$107,475.51
Revenue for the first 4 months of
1898 115,382.89
\$ 7,092.62Sale of stamps for the first 4 months
of 1898 \$ 75,126.79
Sale of stamps for the first 4 months
of 1899 82,270.23
\$ 7,143.44The reduction in postage does not therefore
appear to have prejudicially affected the total
of the sale of stamps. The increase of \$7,000
doubtless, however, represents largely enhanced
transit charges to be paid in the future.The internal fittings of the present Post Office
could be materially improved as comparatively
slight cost, by the substitution of skeleton
presses with wire netting instead of the
present wooden ones. They could be seen
through, would be cleaner, would not obstruct
light and air, and could be transferred to the
New Post Office when built. Other sugges-
tions for economizing space and facilitating
despatch of mails have been made in another
column.Five of the Chinese staff were executed in
August last, two for removing stamps, im-
prisoned for 4 and 6 months respectively, and three
for detaining letters, one sentenced to 4 months
hard labour and two others to six months
imprisonment each with hard labour.At present the Chinese coxswain of the Post
Office launch a man on \$10 a month, who can
neither write nor speak English, receives and
takes off the mails. Complaints are frequent as
to delay in the discharge of the mails from
country steamers. Vessels leaving are con-
stantly missed and opportunities for the des-
patch of mails lost. No log is nor can be kept
of the movements of the launch. Two launch
officers are urgently needed; responsible men
not boys. Men of this description could be
obtained at an initial salary of \$45 a month,
lower wages would only attract incompetents,
or men who would merely utilize the situation
to look out for better appointments. In view of
the vast importance attaching to the safe
carriage of mails the prompt creation of these
appointments is strongly urged.Six more clerks are needed in the General
Office, two to attend to the Poste Restante
work, which has increased and is largely in-
creasing, and four to attend to the drop boxes,
keeping the keys in their pockets and being
responsible for the clearing of them, and the
proper attendance to the Public at the
windows.The wages paid to the Post Office clerks on
joining, \$20 a month, are not such as to attract
men who intend to remain in the service.
Nearly all the applicants are boys from school.
The brightest and best of them just stay long
enough to begin to be useful and then, in the
language of the letters of resignation, "have
prospect of better pay and promotion," they go.Should the staff be increased as indicated
the services of soldiers for sorting papers could
be dispensed with. Misrouting of papers is a
chronic source of complaint. When it is con-
sidered that four soldiers (not the same ones
every mail) sort all the papers by the contract
mail for every place North of Hongkong, mis-
routing is explicable. Soldiers sort the papers
by contract mails because the staff is admittedly
too slender numerically to undertake it.Another fruitful source of complaints is the
loss of unregistered letters, principally by con-
tract mail to Europe. On days of despatch of
contract mails, for the last hour and more be-
fore the mail closes, the Post Office windows
are besieged by a crowd of coolies with boxes,
bags, and packets of letters which are being
dumped in a continuous stream on table by the
window and books are thrust forward to be
chopped.As a matter of fact these letters are not pos-
ted at all. They do not pass through the drop
boxes supplied for the reception of Postal
Matter, nor are they presented at the registra-
tion counter.The chopping of the books is an attempt to
obtain a "quasi" receipt for unregistered mat-
ter. Registered letters are not lost. In the
case of locked boxes there is some guarantee
that the number of the letters sent has reached
the Post Office (there is no proof as to what
was put in). In the case of bags, and sheaves
of letters, handed in there is nothing to show
that the identical letters sent have been re-
ceived. In the hurry of mail morning doubt-
less, frequently, the clerks do not accurately
check the numbers with the list-books present-
ed, nor is it strictly speaking, part of their
duty to search for dishonest practices on the
part of messengers sent with letters.The public in Hongkong have become
accustomed to grand-motherly-looking after-
thought, if letters are too late they expect
the book to be chopped too late, and the
letters returned. This chopping of the books
is a check on the honesty of the messenger and
direct attempt, as previously stated, to get a
receipt without paying a fee.This is recognised and provided for in Singa-
pore, as the following extract from the Straits
Settlements Postal Guide indicates:—"Certi-
ficates of Posting." In order to afford the
public an assurance that letters, postcards,
newspapers and packets, entrusted to servant
messengers for posting, have actually been
posted, the Post Office grants certificates of
posting at a charge of one cent for each article
entered on a certificate. Any person who wishes
to obtain a certificate of posting must send
with the article for which certificate is required,
an exact transcript of the address on the article,
written in ink on a slip of paper, or in a book,
with a one cent postage stamp affixed to the
transcript. The clerk to whom it is presented
will compare the address with the transcript,
and if there is no discrepancy, will obliterate
the postage stamp with the Post Office date
stamp. The paper, or book, will then be re-
turned as a certificate that the article has been
posted. No additional responsibility attaches
to the Post Office in respect of articles for
which such certificates are granted. Special
receipts are given for registered and insured
articles, and for all parcels.Until, however, the additional clerks that
have been shown to be necessary are provided
the same cannot be done at this Office. Much
trouble is almost daily given by requests that
letters may be searched for to be registered,
the coolie having omitted to do so.The Chinese coolie is not more unintelligent
or dishonest than the average negro or Hindu.
In other places, however, either more trust-
worthy messengers are sent, or the public are
not so prone to promptly accuse Post Office
employees en masse of dishonesty.In the present case, also, the bulk of Europeans
understand to some extent the language of
their messengers, here numberless mistakes
are made from utter inability of masters and
servants to understand one another, and the
men are sent off trusting to the Post Office
official seeing that the right thing is done.The reception of letters at windows gives
much additional labour and is not a proper
thing, through the boxes supplied for the
purpose.Of most of the seniors on the staff, it gives
me great pleasure to speak highly, the juniors
lack sense of responsibility, and it is very
difficult if any of them intend to stick to the
service.To insure prompt and satisfactory delivery of
the postmen's districts should be much circums-
cribed, which will necessitate a material in-
crease of numbers as detailed last month in all
the men should be quartered in the new pre-
mises when built.During 1898, eighteen clerks joined the
Post Office and nine resigned, one who joined in
1897 and one who joined in 1898, the others all joined
in 1898, staying from one month to three
months, the latter all the Chinese clerks (four).
The staff was increased by eight. Four for
the Branch offices, one in the Registration
Department, one in the Assistant Post-
master-General (absent), and two for the
Post Office. Of the 28 clerks employed on December
31st, but nine had eight years' service, and
upwards of one four years' service, the senior
clerk, fourth under the Registrar, Branch
Office, having twenty years' service, and the
three under two years' service, eleven under
one year's service.THE DRAINAGE AND SEWERAGE
OF HONGKONG.The Hon. R. D. Ormsby, Director of Public
Works, in his report for 1898 says:—Sir William Robinson, C.E., M.C., in a speech
made shortly before he left the colony, describ-
ed Victoria as the best drained city east of Suva,
but the best drained city in the world might
suffer from bad smells and worse evils if the
drains and sewers were misused, and without
admitting that Hongkong, considering its den-
sely packed population, suffers much in this
respect, it is the fact that the Chinese do mis-
use the drains, and this is usually the cause of
such complaints as from time to time are made.
This refers to well grounded complaints, not to
those made by thoughtless and ignorant speakers
or irresponsible writers, who seem to think it
clever, or a sign of superior knowledge, to
decry the Hongkong system of sewerage and
drainage.In Hongkong a perfect system of pipe sewers
has been laid, of sufficient capacity to carry
all the water from the houses, and practically all
houses are now connected with these sewers by
properly trapped house connections of glazed
earthenware pipes. The intention was, and the
hope is, that all sewage from the houses would
rapidly find its way to these sewers, and by them
be carried to the harbour, and by the bene-
ficial action of the tides to the open sea. No
stopping beneath the houses or streets to breed
foul and poisonous gases, is possible, the bulk
of the 3,000,000 gallons of water used daily in
the City, still in the form of liquid, should pass
through these pipe sewers, and in addition 33
flushing tanks are in existence at convenient
points to give a further impetus to the flow in
the pipes, and drive their contents completely
and rapidly into the harbour.There are still in existence, below many of
the streets and below some of the houses, the
old storm drains, varying in dimensions from
over six feet in height to one foot square, but
with little or no fall near the harbour front,
into which, in former times all sewage flowed,
and which in many cases were little better than
elongated cess-pools.These great masonry drains were, and are
still, necessary to carry off rain water. Without
them during heavy rainfalls the streets would
be flooded and cut up into watercourses, but it
was intended that on the completion of the
sewerage system, no foul or noxious matters
should enter these drains, so it suited to carry
them to the sea.Now as to their misuse. Mr. Drury, who has
been in charge of the drainage and sewerage
of the City during the past year, writes:—I cannot report favourably on the condition
of the storm drains, in which it appears to me
between 4th and 4th of the city sewage still
flows. These drains, already condemned for
this purpose, are entirely unfit for the convey-
ance of any foul water.

He then goes on

Intimations

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOSAI MARU F. Davies	NAGASAKI, KOBE and YOKO- HAMA	To-morrow, 14th June, at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	To-morrow, 14th June, at Daylight.
RIOJUN MARU J. W. Ekstrand	SEATTLE, (WASH., U.S.A.) via KOBE, YOKOHAMA & VICTORIA, B.C.	Thursday, 29th June, at 4 P.M.
FUTAMI MARU C. Hillcoat	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 30th June, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 12th June, 1899.

Dr. KNORR'S
ANTIPYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5
grains, easily soluble in Water,
Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC
AFFECTIONS,
NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solu-
tions possesses similar bactericidal action to
silver nitrate, but is distinguished by complete
absence of irritating properties.
It is requested that the directions on the
boxes for making solutions shall be implicitly
followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,
as employed in the Continental Hospitals by
Ricord, Rostan, Jobert, Velpeau, and others,
combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything
hitherto employed.

THERAPION No. 1, in a few days only,
removes all discharges from the urinary organs,
effectually superseding injections, the use of
which does irreparable harm by laying the
foundation of stricture and other serious dis-
eases. In dysentery, piles, irritation of the
lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this
kind, it will be found astonishingly efficacious,
affording prompt relief where other well-tried
remedies have been powerless.

THERAPION No. 2, for impurity of the
blood, scurvy, pimples, spots, blotches, pains
and swellings of the joints, secondary sym-
ptoms, disease of the bones, sore throat, and all
diseases for which it has been too much a
fashion to employ mercury, sarsaparilla, &c., to
the destruction of the sufferer's teeth and ruin
of health. This preparation purifies the whole
system through the blood, and thoroughly
eliminates every poisonous matter from the
body.

THERAPION No. 3, for nervous exhaustion,
waste of vitality, and all the distressing con-
sequences arising from early error, excess,
residence in hot, unhealthy climates, &c. It
possesses surprising power in restoring strength
and vigour to the debilitated.

THERAPION may be procured at 2/6 and
4/6 per package, of the principal Chemists and
Merchants throughout the world. In ordering,
the purchaser should state which of the three
numbers he requires, and observe that the word
"THERAPION" appears on the Government
Stamp (in white letters on a red ground)
affixed to every genuine package by order of
Her Majesty's Hon. Commissioners, and with-
out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila.

WATERING
APPARATUS

Non-freezing & Ordinary 150 gallons
and 250 gallons.
Garden Watering Boxes and
Apparatus.
Guns, Nozzles, Copes, and Cast-
Iron Lugs and Valves.

E. GUESNIER, E.C.P.,

(Successor of J. B. L. CADET)

27, Rue des Tailleurs,
PARIS.Hydraulic and Pneumatic Apparatus
supplied to the Vichy Co.
Vapour Baths (Bordeaux system).

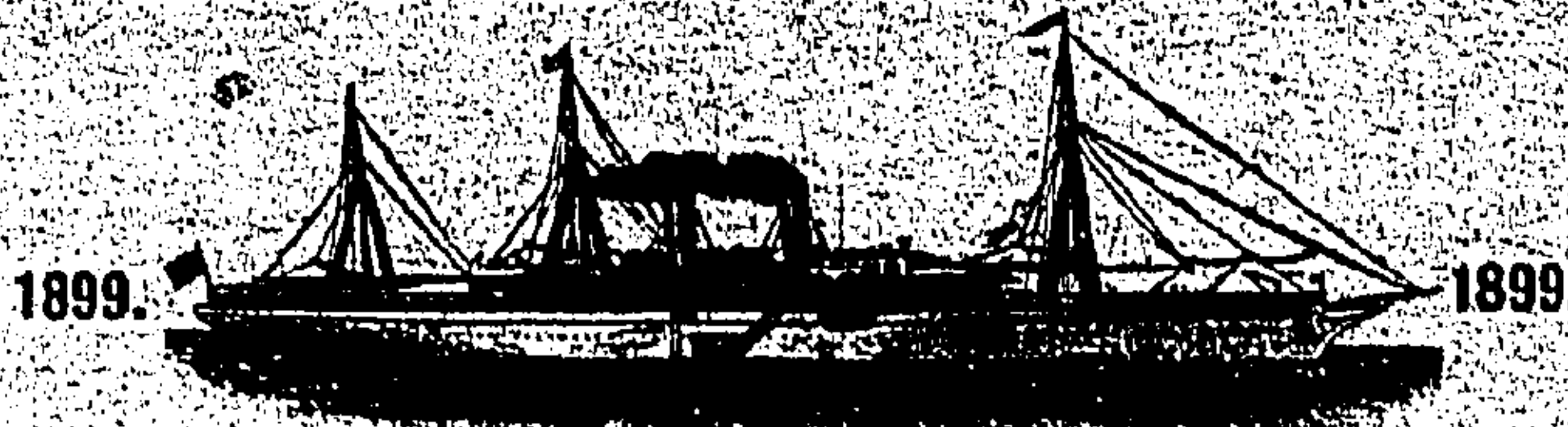
Apply to—

M. OZZERLINER & Co., PARIS.

100,000,000 UNCLAIMED

DODGAL'S REGISTERED LIST, con-
taining names of 20,000 Families advertised for
to claim property and money, since 1700.
Price 1/6, post free 2/6. Every man and
woman should buy this book, as instructions
are given how to recover property from Chan-
celery, DODGAL & CO., 20, Strand, London,
England, W.C.2. A fortune may await you
if you search for it.

Mails

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 19th July, 1899.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points on and around THE WORLD.
Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
HONGKONG, 7th June, 1899.

CANADIAN PACIFIC RAILWAY
COMPANY.FOR PACIFIC COAST, CANADA,
AND THE
UNITED STATES.

THE C. P. R. Company's Steamship

"ATHENIAN,"

3,882 tons gross register.

will be despatched on or about MONDAY,

the 19th instant, for VICTORIA, and VAN-

COUVER, via MOI, KOBE, & YOKOHAMA.

The Vessel has Excellent Accommodation

for Saloon Passengers. Through Tickets

issued to all Ports.

Through Bills of Lading issued to PACIFIC

COAST, CANADA, and the UNITED STATES.

For Information as to Rates of Freight and

Passage, &c., apply to
D. E. BROWN,
General Agent,
HONGKONG, and June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG:

HONGKONG MARU (via Shanghai, Naga-

saki, Kobe, Inland Sea, Yokohama and

Honolulu) Saturday, 8th July,
at Noon.

NIPPON MARU (via

Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 3rd Aug.,
at Noon.

AMERICA MARU (via

Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 29th Aug.,
at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA and HONO-

LULU, on SATURDAY, the 8th July, at

Noon, taking Freight and Passengers for

Japan, the United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break
their journey at any point en route.Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco including the

SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION

PACIFIC, DENVER and RIO GRANDE, and

NORTHERN PACIFIC RAILWAYS, also the

CANADIAN PACIFIC RAILWAY on payment of

24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had

on application. (first class only) are granted to

Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board, until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day previous to sailing. Packages should be
marked to address in full, value of same is
required.Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in San Francisco, addressed to the
Collector of Customs at San Francisco.For further information as to Freight, Passage,
and Freight apply to the General Agent,
D. E. BROWN, 7th June, 1899.NORTHERN PACIFIC
STEAMSHIP COMPANIES.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia... 2,837 J. Truebridge... June 17

Victoria... 3,502 J. Pantin... July 4

Tacoma... 2,811 A. Dixon... July 29

Glenogle... 3,750 J. McGillivray... Aug. 8

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-
GATION COMPANY.

Columbia... 1,976 N. Moncur... July 2

Manmouthshire... 2,874 W.A. Evans... July 28

Lennox... 3,677 Williamson... Aug. 19

Columbia... 1,976 N. Moncur... Sept. 23

THE attention of Passengers is directed to

the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

HONGKONG TO NEW YORK £41.

This Railroad travelling is second to none on

the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-
ment Services.Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Points.Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the steamer).Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.For further information apply to
DODWELL & CO., LIMITED,
General Agents,
Hongkong, 6th June, 1899.THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

NUBIA.

Captain G. C. Henning, R.N.R., carrying Her

Majesty's Mail, will be despatched from this

for MARSEILLES and LONDON (DIRECT),

on SATURDAY, the 24th instant, at Noon,
taking Passengers and Cargo for the above
Ports.

NO TRANSHIPMENT.

Parcels will be received at this Office until

P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.For further Particulars apply to
H. KITCHIE,
Superintendent,
Hongkong, 13th June, 1899.

SAILING VESSEL.

FOR SAN FRANCISCO.

THE E. A. D. BARK

QUEEN MARGARET

will sail on SATURDAY, the 17th inst., at Noon,
taking Passengers and Freight for San Francisco
and Honolulu.For further information apply to
D. E. BROWN, General Agent,
Hongkong, 13th June, 1899.

Mails

NORDEUTSCHER
LLOYD

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION

STEAMERS.	DESTINATION.	SAILING DATES.
DAMBERG	HAVRE and HAMBURG	About 15th June
Mayer	(LONDON with transshipment in HAMBURG)	June
KONIGSBERG	HAVRE and HAMBURG	About 18th June
Christiansen	(LONDON with transshipment in HAMBURG)	June
AMBRIA	HAVRE and HAMBURG	5th July
Burmeister	(LONDON with transshipment in HAMBURG)	July
SAKUNA	HAVRE and HAMBURG	About 9th July
Luncheon	(LONDON with transshipment in HAMBURG)	July
D. RICKMERS	NEW YORK	About 10th July
Bahle	via SUEZ CANAL	July

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to
CARLOVITZ & Co.,
Agents.

681

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN FRANCISCO

AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Taking Cargo and Passengers to Japan Ports

and HONOLULU, THE UNITED STATES,
MEXICO, CENTRAL & SOUTH AMERICA, &c.

*Thym... 3,406... about... July 18

Belgian King... 3,379... about... July 1

Carmarthenshire... 2,929... about... Aug. 1

Cardiff City... 3,002... about... Aug. 26

* Has accommodation for a limited number
of First and Second Class Passengers.

THE Steamship

"THYRA"

will be despatched for SAN FRANCISCO and

SAN DIEGO, via NAGASAKI, KOBE, YO-

KOHAMA, and HONOLULU, on or about

the 18th June, at Noon.

Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further information as to Freight or
Passage, apply to the General Agent,
HUTTENFELD & SWIRE,
Agents,
Hongkong, China and Japan
Hongkong, 13th June, 1899.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via

Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 22nd June,
at Noon.Chimo (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
& Honolulu) Tuesday, 18th July,
at Noon.City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 12th Aug.,
at Noon.

THE U.S. Mail Steamship.

"CITY OF PEKING"

will be despatched for SAN FRANCISCO

via SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU

on THURSDAY, the 22nd June, at Noon,
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail
Routes from San Francisco, including theSOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.Particulars of the various routes can be had
on application. (first class only) are granted toMissionaries, members of the Naval, Military,
Diplomatic, and Civil Services to European
Officials in the service of China and Japan, and
to Government officials and their families.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

The following is the 17th Annual Report of the Directors to the shareholders:

Fire Department.—The Net Premiums for 1898 amounted to £1,002,822, being an increase of £18,076 as compared with the year 1897, and the losses paid and outstanding to £617,799, or 62.53 per cent. of the Premium Income. From the profits of this Department the sum of £80,000 has been carried to Profit and Loss, and after providing for outstanding losses the Fire Fund stands at £1,203,178, as against £1,136,460, at the same time last year.

Life Department.—The new business of the year consisted of 810 Policies amounting to £695,085, while the New Premiums included in the account amounted in excess to £28,580. The claims by death, £120,171, were within the amount expected. Notwithstanding the quarterly payment of £98,285 in respect of profits to shareholders and policyholders, the Life Fund at the end of the year showed an increase of £28,970, and stood at £2,058,549.

Marine Department.—The Net Premiums received were £222,971, and the Net Losses paid and outstanding, amounted to £165,317. From the profits of this Department the sum of £20,000 has been carried to Profit and Loss, and after providing for outstanding losses the Marine Fund stands at £331,446.

Profit and Loss.—The account has been closed, with a balance of £147,122 10/3, and out of that amount the Directors recommend—

- (a) The payment of a Dividend of Twenty Shillings per Share (free of Income Tax), making with the Interim Dividend of Ten Shillings paid in November last, 30 per cent. for the year 1898. This amounts to 50,000 0/0
- (b) The provision for an Interim Dividend on account of the year 1899, of Twelve Shillings and Sixpence per Share, to be paid on the 31st November next. 31,250 0/0
- leaving a balance to be carried forward of 65,872 10/3

West of England Life Fund.—The Revenue Account and Balance Sheet for the year 1898 is given in a tabulated Report.

The Directors report with deep regret the death of their late valued colleague—Sir Henry V. Peck, Bart., and Mr. Henry Trower—two of the original Directors, and the first Chairman and Vice-Chairman respectively, of the Company. Throughout the Company's existence both devoted their energies to the promotion of its best interests. To fill the vacancies thus created the Board has elected as Directors Mr. Walter Murray Guthrie (of the firm of Chalmers, Guthrie & Co.) and Mr. Percy Bence Trower (of the firm of Trower & Sons).

The following Directors retire this year by rotation:—Messrs. Colman, Davies, Harris, Larkworthy, Sim, and the Right Hon. Leonard H. Courtney, M.P., and, being eligible, they offer themselves for re-election.

Messrs. Mackenzie, Moore, F.C.A., and Fairbairn, C.A., again offer their services as Auditors.

OUR AGREEMENT WITH RUSSIA.

Lord Kimberley asked the Prime Minister whether he could give any information as to the terms of the agreement entered into with the Russian Government.

Lord Salisbury replied that the text of the agreement would arrive in a few days, and he imagined that he should then be able to lay it upon the table. As to the general drift of the agreement the noble lord probably knew that it was a railway agreement concerning our fields of operation in China. While England agreed neither to undertake nor to encourage the construction of any railway by English persons or others north of the Great Wall, Russia, on the other hand, had agreed to exactly similar stipulations with respect to the basin of the Yang-tze. There were in the agreement certain provisions with regard to the railway to be made to Niu-chwang, and our interests in that respect were entirely protected. He was anxious not to appear to attach to the particular stipulations of this agreement exaggerated importance; but he attached very great importance to the agreement itself as a sign of good feeling between the Governments of Great Britain and Russia.

The St. Petersburg Correspondent of the Times telegraphed on April 30th:—

An agreement has at last been concluded between the Governments of England and Russia in regard to their respective interests in China. The arrangement, which is considered very satisfactory on both sides, settles the dispute as to the Niu-chwang railway concession, and provides against mutual interference with each other's enterprises of a similar nature in future.

Russia's St. Petersburg Correspondent says:—The arrangement, which has just been concluded between Great Britain and Russia in regard to China is not in the form of a Convention, its terms being set forth in a Note, duplicates of which were exchanged between Count Muraviev and Sir Charles Scott, the British Ambassador here. The preamble states that both countries agree to uphold the integrity and independence of China. The Note, which is not long, comprises no separate spheres of influence; but makes provision against any clashing of interest in respect of railway development in Manchuria and the Yang-tze-kiang.

We understand that, with reference to the Northern Chinese Railway, the Anglo-Russian agreement provides for the maintenance of foreign supervision, to be exercised by a British engineer-in-chief and financial controller. The main object of such supervision is to make sure that the money subscribed by British capitalists is properly spent and their interests duly safeguarded, especially in respect to the mining rights which the concessionaires have acquired in connexion with the railway. At the same time the railway extension to the north of the Great Wall, i.e., beyond Shan-hai-kwan, is to remain in all circumstances under Chinese control, and in the event of default by the Chinese Government, the concessionaires' right of foreclosure is to apply only to existing railways as far as Shan-hai-kwan, which alone is mortgaged as security for the new loan. It is believed that a junction will be effected with the Russian line by means of a short line connecting the Shan-hai-kwan line with Niu-chwang, and with some effect to the Manchurian section of the Trans-Siberian Railway. The agreement, we understand, contains no reference to the question of preferential rates, or to the Peking-Hankow line, in which the Russo-Chinese Bank, it is asserted, has no interest except as agent for the Belgian syndicate whose deposit account it holds.

The interest on the Northern Railway loan due on March 1st was paid on April 17th.

CHINESE & ITALIAN DIPLOMACY.

The Peking correspondent of *The Times* gives an amusing account of the recent negotiations between the Governments of Italy and China. According to this authority the Chinese were advised beforehand by the French Minister not to comply with the demands of Italy. However, the demands were solemnly made by Signor de Martino in a prolonged interview with the Chinese Government, and he insisted that his Government had insisted him to make to China. He reminded the Chinese that Italy was one of the Powers of the European Concert—that the Concert had proved to the Far East that the centre of European interest was now China. Positions of advantage had been given to other Powers of the Concert; he now claimed that a similar position of advantage should be granted to Italy. He asked for a coaling station at Samun Bay, for a radius round it of the same area as that obtained by Germany in Kiaochow, he asked for the three islands at the entrance to the Bay, and he asked that a "sphere of influence" within which Italy would have similar rights and privileges to those obtained by Germany in Shantung, should be accorded to his most August Sovereign in the Chekiang province. Finally, he requested that the right to construct a railway inland to the Pogan Lake should be conceded to Italy. Unfortunately the effects of Signor Martino's eloquence were completely neutralized by the Chinese misconception as to Italy's place in the world. She is regarded as a feeble Power which would sink considerably below Holland. The only thing that is known definitely about her is that an Italian army was recently defeated by African barbarians, and that in the war with Abyssinia Italy was worsted. Nor did Signor Martino assist his country much by using high-flown phrases about the European concert. It was well meant, but the effect was spoiled by the fact that the word "concert" is understood to have been conveyed in Chinese by characters representing "theatrical performance." The Chinese Government, therefore, had no hesitation in sending Signor Martino's despatch back to him with the remark that its demands could not be listened to. Signor Martino gave China just three days to make up her mind, whether she would give way or take the consequences. Before the time had elapsed Signor Martino's action was repudiated by his Government, and he himself recalled. In this way the first impression of the Chinese as to the proper way of dealing with Italy has been fully confirmed.

GERMANY IN THE HOLY LAND.

The first celebration of divine service at the Church of the "Dormitio de la Sainte Vierge," at Jerusalem, took place recently, in the presence of the Bavarian pilgrims. At its close a telegram was addressed to the Emperor of the Germans, in which the Emperor's name was conveyed the thanks and greetings of the members of the German pilgrim party. The telegram was signed by the Emperor's guide in the Garden of Gethsemane, who died at Jerusalem recently. He was a Blue Hussar in the war of 1870-71, and the Emperor, on bidding him adieu, said "As soon as I see your Blue Hussars, I shall greet them from you," and handed him his photograph, on which he had written "In memory of Gethsemane." During his stay at Jerusalem, Prince Henry of Prussia gave him his photograph, with the inscription, "On a Laborer."

ABYSSINIA.

A letter from Captain Welby dated from Gamo, in Abyssinia, on his way to Lake Rudolf, describes his reception by the people and authorities as most hospitable. He proclaims the district to be boundless in its capabilities, with rich red soil that will grow anything. Everything was done to help him on his journey; mules, ponies, oxen and sheep were presented to him, with enormous supplies of provisions, and it was difficult to get to the donors to take anything in return. He entertained with their first cup of tea the wives of the officials who visited him in a large tent erected for him, and was much complimented by them. The commandant of the district, forming the southern gate of Abyssinia, had 8,000 men under his orders. The more prominent officials lamented their ignorance, and that of Abyssinians in general, saying they were "like cows" who know nothing. Many questions were asked about England, and the greatest desire was expressed for his friendship.

EMPEROR WILLIAM'S TELEGRAM USEFUL AFTER ALL.

Among the stories told of the interview between Mr. Rhodes and the Emperor William, is one professing to narrate a conversation between the two potentates on the subject of the famous telegram sent by the latter to President Kruger. Mr. Rhodes declared that it had rescued him from the shipwreck which seemed imminent at the time. "Every one (he said) thought I was ruined. I thought I was ruined. Then your telegram came and saved me." "But why were they so excited about it?" asked the Emperor. "Oh (said Mr. Rhodes) it was just like boys at school. When they are whacking a boy, very often every one will join in the cry against him, but they wouldn't let a boy from another school join in the cry, for they would create a reaction in favour of the offender. Now, you see, you were the boy from the other school."

THE BELGIAN ANTARCTIC EXPEDITION.

The Geographical Society at Brussels has received the first report of Lieut. Gerlache, commander of the Belgian Antarctic expedition. The report says that the expedition left St. John's Bay on January 14th, 1898, and on the 15th explored the South Shetland Islands. On January 17th, at 35° S. south latitude, and 65° 19' west longitude, soundings to the depth of 4,000 metres were taken. The *Belgica* left on the 23rd for Hughes Bay, discovering a strait separating the land of the east from an unknown archipelago. The land to the east was named Danco Land. Magnetic observations were made and interesting botanical, geological and photographic results were obtained. On February 13th the *Belgica* went in the direction of Alexander Land, exploring the belt of bank ice towards the west. On March 10th the ship became fast in the ice in latitude 71° 35' longitude 80° 10'. The sun disappeared on May 17th and there was continual night until July 21. M. Danco died on June 5th, and his remains were deposited in a tomb of ice. The *Belgica*, after leaving her winter quarters again, became fast in the ice in 103° west longitude. She reached open water on March 14th. The expedition made successful magnetic and astronomical observations, and obtained collections of minerals, and deep-sea fauna and plants. The *Belgica* was explored, and on the 26th March a small island was explored, and on the following day the *Belgica* entered the Cockburn Channel, arriving at Punta Arenas, in Patagonia, on the 31st of last month.

THE PACIFIC CABLE COMPANY.

A Blue-book (C. 9, 247) has been issued containing the report, minutes of proceedings, &c., of the Pacific Cable Committee. The committee recommend that the route should be from Vancouver, via Panning or Palmyra Island, Fiji, and Norfolk Island, with branches from the last-named station to Queensland and New Zealand. The length of the cable over the route recommended would be, allowing 10 per cent. for slack actually used, about 2,986 nautical miles. The Pacific Cable as a means of communication between Australia and Europe would be of course dependent on the Transatlantic cables, and it would be necessary for it to have some working arrangement with them.

RAILWAY MOVEMENTS IN INDIA.

Mr. Netherese, Kashmir State Engineer, has submitted a scheme for a railway from Jammu to Srinagar. He proposes to avoid the fuel difficulty by using the force of Jhelum river to create electric power. The railway will be from 160 to 180 miles long, and will be estimated to earn profit of 8 to 10 per cent. India commends the scheme to the Durbar, offering the loan of surveyors and engineers, but taking no financial responsibility.

WHO CAPTURED ILILO?

Capt. G. F. Wilde, United States Navy, lately in command of the Boston, cruiser, in the Philippines, has presented a protest to the Navy Department against the promotion of Col. Miller to the rank of brigadier-general as a reward for the capture of Iloilo. Col. Miller was in command of the military forces sent to hold the place, but the naval officers contend that he was captured without military help. Lieut. Niblack, of the *Boston*, landed with a force of blue-jackets and marines and took possession of the town, capturing the insurgent batteries and only turned the place over to Col. Miller on his arrival an hour later. Admiral Dewey supports Capt. Wilde's protest.

POINTS FOR THE PEACE CONFERENCE.

The following are the proposals of the Swiss Government respecting the revision of the Geneva Convention, which will form one of the principal subjects for deliberation at the Hague Peace Conference. Eight points are proposed for the documents: (1) The wounded shall be declared neutral. (2) Whether the imprisoned wounded shall after their recovery be treated as prisoners of war or repatriated. (3) That the Geneva Convention shall be extended to naval wars. (4) That the identification of the dead and of the wounded shall receive special attention. (5) That the knowledge of the provisions of the Geneva Convention shall be an obligatory subject for soldiers' examinations. (6) That a special gendarmerie troop shall be appointed to search for and protect the wounded. (7) That ambulances shall be kept at a suitable distance from the battlefield. (8) That the Red Cross Society shall be officially recognized by the belligerents, and their officers and organs declared inviolable. Austria, Germany, and Italy have instructed their delegates to pursue the same line on all subjects discussed at the conference, and also vote together.

A WIDOW'S ECCENTRIC RITES.

A lady in deep mourning some time ago called upon the proprietor of a Sydney waxworks show and asked to be allowed every Sunday morning to place a clean white shirt on the figure of her husband (who had been hanged for murder). Her request was granted, and on close to six months she never missed a Sunday. On the visits ceased, and no more was seen of the eccentric visitor, until one day the waxworks man was standing at his door, when she came along in gay and brilliant plain dress, as she had married again, and hubby No. 2 objected to the little hebdomadal ceremony over No. 1.

SELLS OUT TO FIGHT.

CARNEGIE BELIEVES THE COUNTRY IS ON THE VERGE OF REVOLUTION.

PITTSBURGH, May 8th. Andrew Carnegie's retirement from the steel business has excited considerable interest here in his old home, but to many his decision has caused no surprise. Carnegie viewed the uneasiness the gradual incorporation of the various iron and steel industries into trusts, and anticipated the time when his company, in self defence, must follow in the same line. Mr. Carnegie believes that trusts will yet lead to a political revolution, and he is said not to like them. The nearest approach to one he has ever in the famous steel rail pool, was only a temporary agreement as to prices between business competitors. Several weeks ago Carnegie referred somewhat sarcastically to the modern industrial combination "with its trappings of preferred and common stock and bonds," and said he preferred the "old fashioned way" of selling iron and steel.

It is well known the famous ironmaster is an anti-imperialist, and thinks the coming presidential campaign will be fought with the anti-imperial people on the same side. As chief stockholder in the Carnegie Company, and that company a member of the trust monster, he would occupy the illogical position in the anti-trust, anti-expansion party. By selling out, interest he will be able to devote his time, attention and money to his endeavour to bring about the success of the anti-expansion propaganda. To the suggestion that the hatred entertained toward him by union labour may cause his full utility to the cause, his friends reply that it was not Carnegie, but H. C. Frick, who conducted the Home-steel strike, that his approval of Frick's course was only a demonstration of loyalty to a business partner, and that he considers himself really a good friend of labour. Carnegie could not associate with any party believing in free silver at 16 to 1, but he has confidence in himself and expects to be able to eliminate that troublesome question from the next campaign. Indeed, the theory is advanced that his decision to retire from the trust-threatened business field may have been born at the famous conference which he and W. J. Bryan held in New York last winter.

WHIST.

It has been decided to revise the laws of whist which have remained unaltered since May, 1861. The committee of the land club, having favourably regarded the movement, an influential committee, representing various clubs, is being formed, the first meeting will be held on May 14th. Any suggestions will be received by the Hon. secretary, Mr. W. M. Deane, C.M.C., Southfield, Waterloo, Ontario, Canada; there will be no receipt for any fees paid before the committee.

Shipping. STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"SILESIA,"
Captain R. Mayer, will leave for the above places TO-MORROW, the 14th instant, p.m.
For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.
Hongkong, 8th June, 1899. [772a]

FOR SANDAKAN (DIRECT).
THE Company's Steamship,

"MAUSANG,"
Captain Lake, will be despatched as above on THURSDAY, the 15th instant, at Noon.
Cargo for Kufat can be transhipped at Sandakan.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 12th June, 1899. [772a]

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship

"MACDUFF,"
will be despatched for the above port, on or the 15th instant.
STEAMERS. 1899.
"AFRIDI" About 30th June.
"BIRCHTOR" 7th July.
"MOGUL" 22nd July.
"CHAZEE" 5th Aug.
"COMMONWEALTH" 20th Aug.
For Freight, apply to
DODWELL & CO., LIMITED, Agents.
Hongkong, 7th June, 1899. [506a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on SATURDAY, the 17th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th June, 1899. [711a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUMSANG,"
Captain Payne, will be despatched as above on SATURDAY, the 17th instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
Hongkong, 10th June, 1899. [782a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"AIRLIE,"
Captain Rock, will be despatched as above on SATURDAY, the 17th instant, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY, and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 8th June, 1899. [774a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's New Steamship

"DIAMANTE,"
Captain Taylor, will be despatched for the above port, on SATURDAY, the 17th instant, at 4 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.
Hongkong, 12th June, 1899. [789a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"IXION,"
Captain Nish, will be despatched on TUESDAY, the 27th instant.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th June, 1899. [787a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRAPURA,"
Captain A. Nygval, will be despatched as above on or about the 24th June.
For Freight, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 30th May, 1899. [686a]

Shipping. STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAKOW.
THE Company's Steamship

"NINGPO,"
Captain Phillips, will be despatched on THURSDAY, the 15th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th June, 1899. [731a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (DIRECT).
THE Company's Steamship

"CHINGTU,"
Captain Moore, will be despatched as above on MONDAY, the 19th instant.
For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th June, 1899. [768a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"IDOMENEUS,"
Captain Riley, will be despatched as above on TUESDAY, the 20th June.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th May, 1899. [732a]

THE EAST ASIATIC CO. LIMITED.

FOR HAVRE, COPENHAGEN AND ST. PETERSBURG.
THE Company's Chartered Steamship

"NORDHAVET,"
Captain Olsen, will be despatched as above on or about SATURDAY, the 24th instant.
For Freight, apply to
ARNHOLD, KARBURG & Co., Agents.
Hongkong, 6th June, 1899. [771a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR LONDON VIA SUEZ CANAL.
THE New Steamship

"YANGTZE,"
H. Allen, Commanders, will be despatched for the above Port, on SATURDAY, the 29th July.
For Freight, apply to
SHEWAN, TOMES & Co., Agents.
Hongkong, 12th June, 1899. [785a]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

"STEAMSHIP 'OLYMPIA' FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, AND MOI."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LIMITED, Agents.
Hongkong, 9th June, 1899. [4]

THE P. & O. S. N. Co.'s Steamship

"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. *Oceanic*, *Rygit* and *Atolia*.
From Persian Gulf, ex S.S. *Nadia* and *Sindia*.
From Zanzibar, &c., ex S.S. *Khandalla* & *Gao*.
Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M.
Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H.A. RITCHIE, Superintendent.
Hongkong, 9th June, 1899. [6]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND PORTS.
THE Company's Steamship

"KOSAI MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY.
Goods not cleared by the 18th instant, will be subject to rent.
All ship-damaged packages must be left in the Godowns where they will be examined on SATURDAY, the 17th instant, and WEDNESDAY, the 21st instant, both days, at 10 A.M.
All claims must reach the undersigned before the 21st instant, or they will not be recognised.
No Fire Insurance has been effected.
NIPPON YUSEN KAISHA.
Hongkong, 12th June, 1899. [790a]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to NO. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.
ERH F. SKERICHLY, Manager.
Hongkong, 12th June, 1899.

Intimations.

THE MUTUAL STORES.

(SUB AGENTS LIPTON LIMITED),
26, 28 & 30, POTTINGER STREET, HONGKONG.

FRESH AUSTRALIAN CREAMERY BUTTER.
80 CENTS per lb.
HONGKONG, 21st May, 1899.

JUST ARRIVED PER S.S. "ALBIE."

ANOTHER LARGE CONSIGNMENT OF

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Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$50 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Hongkong, 18th January, 1899. [135]

LET'EM ALL COME

TO

YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where

PHOTOGRAPHS and PORTRAITS on

IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [596a]

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

at 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

THE LEADING CATERERS.

COMPARE OUR

MEMU, BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1897. [39]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

[5 now in a position, in his New and Co-] [15]

modest Premises, to receive, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICE

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September 1898. [45]

SIEN TING,

SURGEON-DENTIST,

No. 11, DAUGILLAR STREET,

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

DENTISTRY

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central,

Hongkong, 8th March, 1899. [18a]

The Share Market.

LATEST QUOTATIONS.

(June 11th).

Banks.

Hongkong and Shanghai Banking Corporation

200 per cent. premium.

The Bank of China & Japan, Ltd.—(Preference)

nominal.

The Bank of China & Japan, Ltd.—(Ordinary)

1/2 buyers.

The Bank of China & Japan, Ltd.—(Deferred)

1/2 buyers.

National Bank of China, Ltd.—(Ordinary)

1/2 buyers.

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